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COUNTRY	Poland	REPORT	
TOPIC	Airfields and Air Activity Near Warsaw-Bernerowo, Warsaw-Goclaw and Biala Podlaska		
EVALUATION		PLACE OBTAINED	637783
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	27 July 1954 25X1
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	1 - one sketch on ditto, with legend 25X1
REMARKS	This is UNEVALUATED 25X1		

1. About 1500 on 13 June 1954, 6 biplanes with radial engines, fixed landing gear, tail wheel, were observed over Biala Podlaska (S 53/M 46) airfield. Apparently local flights at altitudes of about 400 meters were made. The weather was favorable. No aircraft were seen parked at the field.¹ A fire truck was parked near the hangar. Its radiator pointed toward the airfield. 25X1 25X1
2. About 0555 on 19 June, two biplanes with radial engines and the took off from the direction of Warsaw-Goclaw (R 53/L 08) airfield heading southeast. The aircraft climbed to an altitude of about 600 meters flying narrow circles over the field. One parachutist jumped from each aircraft which subsequently landed again. Between 0555 and 0716, 48 jumps were made from an altitude of about 600 meters. The parachutists opened their white and round chutes after falling about 100 meters. At first the chute swung considerably, then the parachutist made steering movements and descended without swinging. There was calm weather. 2 25X1
3. About 0600 on 19 June, 2 jet aircraft with one jet engine, air intake in the nose compartment, swept-back wings, elevator assembly and rudder assembly, without auxiliary fuel tanks crossed over Warsaw-East (R 53/L 09) railroad station heading southeast at an altitude of 150 to 200 meters. They definitely bore the 25X1 25X1
4. The 2.5-meter-high wall along the southeastern border of Warsaw-Bernerowo (R 53/P 99) airfield began about 4 km southwest of Warsaw-Gdansk railroad station and extended toward the west-southwest for a length of 1.5 to 2 km. The distance between the wall and the by-pass railroad line leading to the northwest was 20 to 25 meters at the eastern end of the wall, about 50 meters after the curve, and 70 to 100 meters at the western section of the wall. About 180 meters east-northeast of the western end of the wall was a large gateway at the end of a road which crossed

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the railroad line from northwest to southeast. Farther toward the east-north, aft of the curve of the wall was a closed gate for motor vehicles and directly east of this gate was a smaller gate for personnel traffic which was also closed and not guarded. At the eastern end of the wall, about 4 meters from the wall toward the northwest was a brick building, 15 to 20 meters high, with 2 vent pipes or air suction pipes projecting from the western wall. The vent pipes projected downward. Source definitely heard the familiar sound of jet engines in spite of other noises around him. A Pole stated that " engines were washed out" in this building. A multi-story barracks building was located both at the eastern and western side of the gateway inside of the wall. Just northwest of the western barracks building was another block arranged from northwest to southeast. West of the latter block was a hangar with a round roof and located from southwest to northeast. Ten smokestacks or vent pipes projected from the roof of the hangar on both longitudinal sides.

25X1

5. Two jet aircraft with one jet engine [redacted] were parked in front of a hangar, located in the northwestern extension of the gateway, 400 to 500 meters from the railroad line. The hangar was about 80 x 30 meters large, had a round roof, and extended from southwest to northeast. About 40 meters northwest of the hangar was a four-story tower-like building, 40 to 50 meters high, the upper floor of which was entirely inclosed by glass. No antennas, anemometer or other devices were observed on the building. Ten jet aircraft were seen parked in front of two hangars, located side-by-side and in northwest-southeast direction, 1,200 to 1,500 meters northwest of the western end of the runway. Each hangar was 40 to 50 meters wide. An additional 3 jet aircraft [redacted] were observed in the area southwest of the tower-like building. All the aircraft observed were of the same type. No take-offs or landings were seen. Apparently intensive construction work was under way at the field. 3

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1. [redacted] Comment. It was previously assumed that a basic flying school of the Polish Air Force was located at Biala Podlaska airfield. The observed air activity indicates that this school is still stationed there. Contrary to previous observations, no aircraft were seen in front of the hangar at the field. It is possible that the aircraft are now parked in the hangar.
2. [redacted] Comment. According to available information, Goclaw airfield is used for pre-military training activity.
3. [redacted] Comment. For layout sketch of Bernerowo airfield, see Annex. Bernerowo airfield is believed to be occupied by 2 or 3 Polish fighter regiments equipped with MIG-15s.

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Annex

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Legend.

Warsaw-Bernerowo Airfield

- 1 Warsaw-Gdansk railroad line
- 2 Wall, about 2.5 meters high, 1.5 to 2 km long
- 3 Building probably housing engine test stand, 15 to 20 meters high, with 2 vent pipes projecting from the side wall
- 4 Closed gate
- 5 Gateway
- 6 Barracks buildings
- 7 Hangar with 10 smokestacks or vent pipes at each longitudinal side
- 8 Hangar, about 80 meters long and 30 meters high
- 9 Tower-like building, probably flight control station, about 30 meters high
- 10 Two hangars, each 40 to 50 meters wide
- 11 Bema Fort
- 12 Gardens
- 13 Road probably leading from Gorce to Osiedle Laczności Babice

Estimated distances:

Items 1 to 2 : 20 to 25 meters in eastern section
about 50 meters just west of the curve
70 to 100 meters in western section

items 1 to 8 : 400 to 500 meters
items 1 to 10: 1,200 to 1,500 meters

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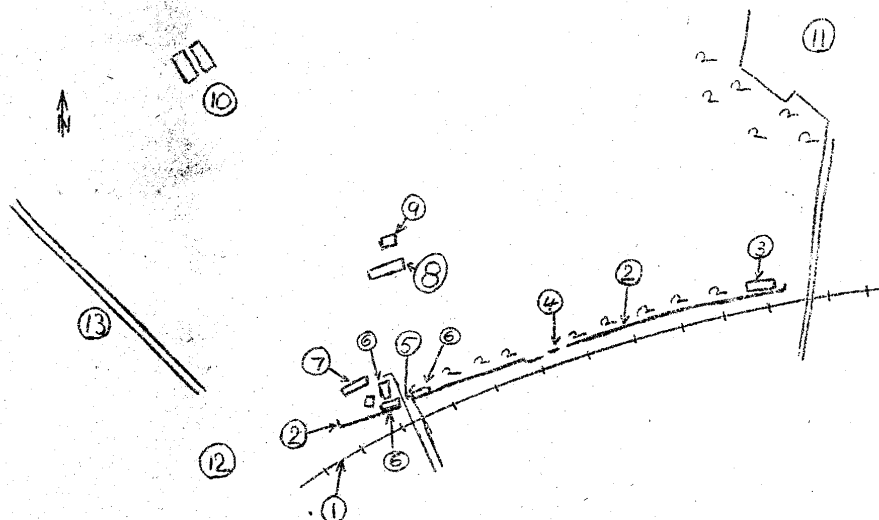
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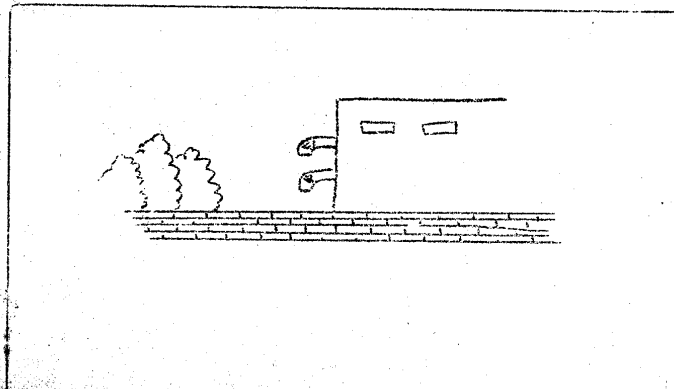
Annex

Warsaw-Bernowo Airfield

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Side View of Building No 3 from the South



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